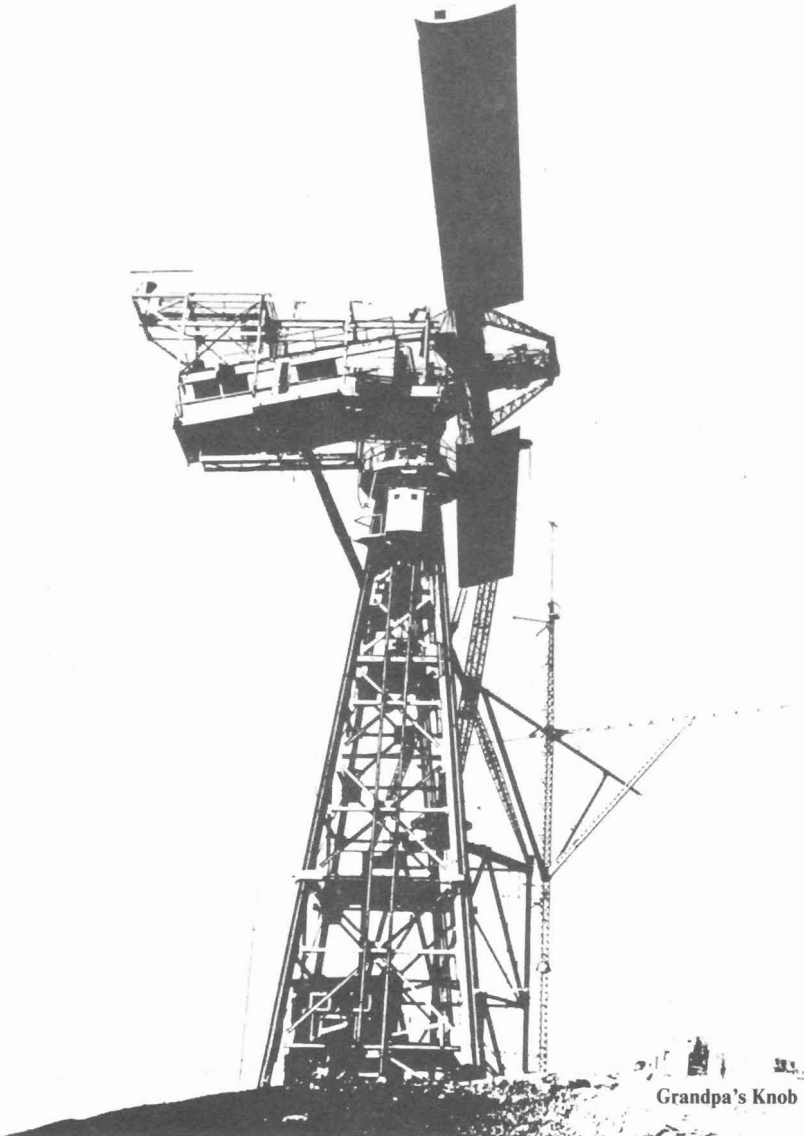


RUTLAND HISTORICAL SOCIETY

Quarterly

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Grandpa's Knob

HEAT and LIGHT

Early Development

Product of 8 Mergers

Central Vermont Public Service Corp. was incorporated Aug. 20, 1929, with the consolidation of eight utility companies.

Joining to form Vermont's largest electric distribution company were: Black River Power Co., Bradford Electric Light Co., Middlebury Electric Co., Pittsford Power Co., Public Service Corp. of Vermont, Rutland Railway Light and Power Co., Vermont Hydro-Electric Corp. and Windsor Electric Light.

In later years Central Vermont acquired the properties and began serving the customers of Twin State Gas and Electric Co., Vermont Utilities, Inc., Public Electric Light Co. and Woodstock Electric Co.

Central Vermont also consolidated the property of several other small utilities — including Gilman Electric Light and Power Co., Bridgewater Electric Co., Community Light and Power Co., Perkinsville Electric Co., Pittsfield Electric System, Gulf Road Power and Light Co., West River Power Co., Granville Electric Co., Plymouth Electric Co., and Shrewsbury Light and Power Co.

In all, Central Vermont traces its roots to 102 separate companies.

The company serves more than 100,000 customers. More than 60 percent of Vermont's population resides in Central Vermont's service area, which includes the major portion of eight of Vermont's 14 counties.

The company, with headquarters in Rutland, serves major urban areas, including Rutland, Bennington, Bradford, Brattleboro, Manchester, Middlebury, Poultney, Randolph, Springfield, St. Albans, St. Johnsbury, Windsor and Woodstock.

The company also serves several communities in western New Hampshire through its wholly-owned subsidiary, Connecticut Valley Electric Co., which has about 8,000 customers in the Claremont and Lyme-Haverhill areas.

From a company with fewer than 20,000 electric customers in 1929, Central Vermont has grown to serve approximately 108,000 customers.

Total sales of electricity, measured in megawatt hours, have grown to 28 times the 1929 total — from 83,265 megawatt hours in 1929 to 1,775,560 megawatt hours in 1978.

The average use of electricity by the company's residential customers has increased 17 times — from 446 kilowatt hours in 1929 to 7,624 kilowatt hours in 1978.

Operating revenues have increased more than 37 times — from \$1.9 million in 1929 to \$75 million in 1978.

Over the 50-year period, the average price of electricity for residential customers dropped to less than two-thirds of the 1929 price — despite recent increases in prices caused by inflation — from 8 cents per kilowatt hour in 1929 to an average 5 cents per kilowatt hour in 1978.

Capital employed by the company has grown more than 11 times from \$12.5 million in 1929 to more than \$144.6 million at the end of 1978.

Despite the expansion of electric service and the greatly increased use of power by the average customer, the utility's number of employees has increased from 150 in 1929 to only 571 at the end of 1978.

The number of common stockholders in the company grew from eight in 1929 to 14,921 in 1979.

CVPS Traces Its Roots to 1850

Central Vermont Public Service Corporation — incorporated August 20, 1929 — and its predecessor companies have been serving the electric power needs of Rutland since the early 1880s. But in the Rutland area our predecessors weren't limited to supplying electricity. The district can trace its roots to three separate public service organizations: a gas light company; a horse car company; and an electric distribution company.

The gas company — Rutland Gas Light Company — is CVPS's oldest predecessor, starting business in Rutland on November 25, 1858, and becoming the People's Gas Light Company in November, 1862, according to company records. The history books say Rutland businessmen talked about forming a company in 1858 but didn't actually set it up until 1863, changing the name to People's in 1867. The horse car outfit, the Rutland Street Railway Company, was organized on November 13, 1882, switching from horse-powered cars to electrically powered trolley cars in 1894 and later greatly expanding its territory served from Rutland to western Rutland County towns.

The first electric distribution company (at one time there were at least three electric companies in Rutland) was Rutland Electric Light Company, organized on July 6, 1885.

This was only six years after Thomas Alva Edison developed the first practical incandescent bulb, and three years after Edison's Pearl Street Station brought electric lights to businesses and homes in a section of New York City.

On November 16, 1888, the Marble City Electric Light and Power Company was organized, also serving areas of Rutland. The third company — Western Electric Company, an Illinois corporation — entered the picture about this period (City Hall records indicate this occurred through a Mortgage Loan on Marble City's facilities).

On November 10, 1893, a reorganization resulted in a name change for the second company, with the light and power terminology being dropped and the firm being called Marble City Electric Company.

In July 1897 the Rutland City Electric Company was formed, absorbing Marble City on August 2, Rutland Electric Light on August 3, and Western Electric on December 28.

On January 27, 1906 the Rutland Railway Light and Power Company was formed, joining together the electric, gas, and transportation businesses under one corporation.

Rutland Railway Light and Power was one of eight electric utilities joining together in August 1929 to form Central Vermont Public Service Corporation.

The early electric companies in Rutland obtained electricity from two steam generating stations — one located off Post Street near River Street Bridge, and the other located on a piece of property "off West Street, west of East Creek". The steam generators — one a 1000-horsepower unit powered by coal — were to remain the sole source of generation until after the turn of the century when Rutland Railway Light and Power constructed Mendon Station, a hydroelectric facility on East Creek. At the time, coal was costing the utility \$4 a ton and was no longer considered an economical fuel.

Power from this new facility — which cost the "unprecedented sum of \$125,000" — also supplied electricity to power the electric railroad system. (Part of the old steam plant equipment was a storage battery of 284 cells, used to absorb the fluctuations of the railway and power systems.)

Notes on the early days of the industry included reference to the workday of men in charge of the steam plant. "The plant burned a mixture of hard and soft coal. The boilers were fired by hand, and the firemen worked in two 12-hours shifts."

In 1906 the company's circuits covered 25 miles of streets and there was even a three-mile lighting circuit for farm customers near Rutland. Electric lights were still a luxury at the turn of the century with lighting rates of 15 cents per kilowatt hour for the first two kilowatt hours, with a drop to as low as 7.5 cents per kilowatt hour as use increased. Minimum rates were \$1 a month per "incandescent light". The company was in the business of selling electricity with "new business being solicited by an employee who gave practically his 'whole time to the work'". Newspaper advertisements were updated weekly, and customers received "printed materials" with their bills. There were 700 meters on the company's distribu-

tion circuit and all of the meters could be read by two men in "three days".

Rutland was one of the first communities in Vermont to have electric power available to all citizens. Other communities which had power companies were Burlington, Middlebury and Bellows Falls, with St. Albans and Montpelier joining the elite group in 1886. The lighted homes in the capital city possibly contributed to the advance of the electric utility industry in Vermont. Legislators who saw the light in Montpelier (and in Barre in 1888) during the regular legislative sessions in that city took word of the technological advance back home to their communities and soon many other electric light companies were formed.

(In 1890 there were electric lights in only 13 Vermont communities. By 1900, a total of 40 communities had replaced candles, kerosene lamps, and gas lights with electric lights.)

Water power and steam engines continued to operate the belt-powered machinery of Vermont industry for many years until technological advancements in the electric industry brought the cost of electricity down. State records reveal that waterwheels supplied 87,000 horsepower to Vermont industry in 1900. Steam engines contributed an additional 45,000 horsepower. Electric motors supplied only 729 horsepower.

The subject of horsepower brings us to our roots in the transportation industry, the Rutland Street Railway Company.

HORSE power was the ONLY power for the street railway in its infancy. Horse barns were located in several different areas in the city. One of these was located near the fairgrounds, on the site where Rutland's largest discount beverage store and a local pub are now located.

The street railway routes included Main Street, Madison Street, Crescent Street and Merchants Row in the city and west to Center Rutland and West Rutland.

The superintendent and treasurer of the company were each paid \$20 a week, records of the first seven months of the street railway's operation indicate. Total costs of employees' salaries for this period amounted to \$2,326.33. Hay and grain for the horses cost \$1,185.42. The new company paid \$1,562.75 for horses to power its vehicles. (There was a provision in the horse purchase contract which provided that all horses remained the property of the original owner

until they had been paid in full for the mounts, with the former owners being totally protected against loss of the animals.) Receipts from fares amounted to \$6,844.30 in the first seven months, and the company ended its initial operation period with a total of \$710.47 in cash on hand.

The line was electrified in 1894—the second street car company in Vermont to change to a trolley line (Burlington did it in 1893) and service was expanded both in the city and surrounding towns.

After the formation of the Rutland Railway Light and Power Company in 1906 routes were extended to Lake Bomoseen, Fair Haven, Castleton, and Poultney. The company eventually operated the largest street railway in the state of Vermont, carrying over 3 million passengers in 1913. In September, 1924, the trolley car company was sold to Vermont Slate Belt Railway Company.

The availability of electricity and its increasing acceptance and use eventually spelled the demise of the company's gas light predecessors with People's Gas merging with the electric and railway companies to form the Rutland Railway Light and Power Company.

(The company and its successors, however, maintained a link with gas until 1961, when the gas business was sold. In later years the gas was used mainly for water heating and operation of some household appliances, not interior lighting.)

No history of the electric industry in the Rutland area would be complete without mention of other predecessor companies such as Chittenden Power Company, Vermont Hydro-Electric Corporation, and Pittsford Power Company and their link to larger utilities.

Chittenden Power Company was formed by a group of Proctor and Rutland businessmen on July 6, 1900. The company immediately set out to acquire property near Chittenden Dam and Lefferts Pond for the eventual construction of a large hydroelectric generating station. In 1901, with only the base portion of the dam completed, the company was purchased by New York investors who also acquired a majority of the stock in the trolley, gas, and electric business in Rutland. This led to the merger of Chittenden Power and the other three companies into the Rutland Railway Light and Power Company in 1906.

The dam was completed in 1908, with power from the hydro facility serving Rutland and communities served by the Colonial Light and Power Company (predecessor of Vermont Hydro-Electric Corporation — serving Springfield, Claremont, and many other Vermont communities). Vermont Marble Company also obtained power from the facility.

The Pittsford Power Company — also one of the eight companies joining with Rutland Railway Light and Power in 1929 to form CVPS — was established in December 1913, primarily, it is believed, to act as broker for distribution of the power from Chittenden Dam to the various utilities that were using it as a source of power for their customers.

It would take a lawyer, schooled in corporate law and utility financing, six months to disentangle the relationships of the power companies in this region in the early days of the utility industry.

But the links seem closely related to the ability of larger utilities to provide lower cost service to their customers. Small utilities in Vermont merged together and larger out-of-state utilities came to Vermont and purchased smaller utilities, either merging them together or continuing to operate them as individual companies even though they were actually under one management.

The makeup of companies in the Vermont Hydro-Electric Corporation may give a glimpse of how these utilities were formed.

Vermont Hydro was organized in October 1919 by the "Eastern Power and Light Company." It was made up of Colonial Power and Light Company, serving Springfield and Manchester; Claremont Power Company, serving Claremont; Western Vermont Power and Light Company, serving Fair Haven and West Haven; and Clarendon Power Company, Clarendon. Clarendon Power Company was a land holding company with land and water rights on the Mill River in Clarendon. In later years Vermont Hydro acquired the Lake St. Catherine Electric Company, Inc. (1924); Danby Light and Power Company (1926); Dorset Electric Company (1926); and Ascutneyville Electric Light Corporation (1927).

Vermont Hydro, in turn, would be purchased by another utility holding company, Middle West Utilities, owned and operated by Sam Insull, a former officer of a power company in Illinois. And other com-

panies closely aligned with CVPS would also be purchased by Insull interests.

Insull's utility empire was initially located in the country's midwest. It spread east when he purchased Twin State Gas and Electric (doing business in Brattleboro and Bennington) in 1913. That same year he added St. Johnsbury Electric Company to Twin State properties.

In 1925 he purchased Vermont Hydro, Rutland Railway Light and Power, Central Maine Power Corporation, and several other utilities. That same year he set up the New England Public Service Corporation as a regional holding company for his Middle West Utilities.

The New England company was in turn owned by National Electric Light. Insull then purchased Public Service Corporation of Vermont and Bradford Electric in 1926, and Middlebury and Windsor Electric Companies in 1927. In 1929, Insull merged most of Vermont properties into Central Vermont Public Service Corporation, keeping Twin State properties as a separate subsidiary of New England Public Service Corporation.

The local power company always maintained offices in the city, in the early days on Center Street near the present movie theater, and later, in the Gryphon Building at West Street and Merchants Row.

The general offices of Central Vermont Public Service Corporation and Twin State Gas and Electric Company were moved from Boston to Rutland in December 1934, with 40 employees occupying quarters in the Gryphon Building. In March of 1936 offices were shifted across the street to the Ross-Huntress Building and in September 1956 the company occupied its present quarters on Grove Street.

Information on the Rutland history was obtained from various history books, town records, Central Vermont Public Service's Real Estate department (which has retained copies of original deeds and other papers, some dating back to the 1880's), newspaper stories of earlier days, and company letters, memorandums and annual reports.

Mergers Stabilized Costs for Customers

Electric power customers probably were a bit surprised when they received their monthly bills following the 1929 consolidation of eight electric companies into the Central Vermont Public Service Corp. What may have surprised them was that a uniform rate schedule was established, and it actually reduced the cost of power.

Rates, of course, increased — in 1948, 1953 and then again in the 1970's.

But for the most part they dropped during those early years as Central Vermont customers increased their use of power and thousands of new customers were added through expansion of the company's service areas. Expansion was spurred by special rural-electrification programs, the acquisition of smaller electric utilities and the merger with others.

The first two decades of the company's history were periods of the most significant expansion. The service area was extended into farm communities where the labor-saving qualities of electricity proved immensely popular.

Long before other rural sections of New England and Vermont obtained electricity, employees of Central Vermont were installing poles and stringing electric lines along the country lanes on the fringe of the urban areas it served.

Nearly 500 miles of rural lines were constructed by the company during the first decade of its existence. The rural electrification effort was slowed only by certain restrictions imposed during World War II.

But then 1,600 original farm customers were joined by hundreds of others served by the small utilities eventually acquired by Central Vermont.

Central Vermont's rural electrification efforts resumed in earnest at the end of the war, with 140 miles of new rural lines constructed and 180 additional miles in various stages of construction at the end of 1945.

In 1946, the company's promise to construct 800 miles of new rural lines to reach "all customers in our service area" was

nearly a total success, despite difficulties in obtaining materials. (409 new miles of line were constructed in 1946 and 219 miles of additional line were in various stages of completion at year's end.)

Highlights of the second decade of Central Vermont included the company's participation in the construction, in the early 1940's, of the Grandpa's Knob wind generator on a hillside in Hubbardton.

The successful experiment to harness the winds to generate electricity ended early in the morning of March 26, 1945, when one of the huge metal blades broke from the windmill and went plunging down the hillside.

While in operation the wind generator had supplied power to Central Vermont's electric system, proving wind generation could play a major role in the nation's energy picture, provided costs of installation could be decreased to compete economically with other generation sources.

In 1946 the company installed two-way radio systems, linking its offices and line trucks with the central dispatch office in Rutland. Central Vermont was the first electric utility in New England to install such a system.

On June 3, 1947, the company suffered a major catastrophe when spring rains and water runoff contributed to the failure of the East Pittsford Dam, causing considerable damage to company property below the dam — including hydro facilities and operations and gas facilities at Cleveland Avenue in Rutland.

Large sections of private property in Rutland also were damaged when the flood water cascaded down the valley northeast of Rutland and into the city's western residential area. More than 300 dwellings and a number of businesses suffered damage. Streets, highways, bridges, and the city's water works were also damaged.

Central Vermont paid nearly \$2.5 million for replacement and reconstruction costs, repair work on electric facilities, settlement of flood claims, legal costs, and additional purchased power costs.

Despite the destruction of hydro facilities, miles of distribution line, related distribution facilities, and five miles of transmission line, company employees restored service to the majority of customers within a few days. No one was injured or killed by the flood.

Central Vermont ended its first quarter century of service by making plans to reconstruct the Weybridge hydro station, to invest in the first of several gas turbine peak generating units at Rutland, and to acquire the Public Electric Light Co. of St. Albans.

First 25 Years

Central Vermont was to grow from a utility serving fewer than 20,000 customers in 1929 to one serving more than 62,000 customers in 1953.

Operating revenue grew more than four times the 1929 figure — from \$2.1 million in 1929 to \$9.5 million in 1953.

During the first 25 years, the average price of electricity for domestic customers dropped to less than half the 1929 price — from 8.08 cents per kilowatt-hour in 1929 to 3.65 cents in 1953.

Capital employed by the company grew from \$12.5 million in 1929 to over 32.7 million at the end of 1953.

Total sales of electricity, measured in kilowatt-hours, grew to almost six times the 1929 total — from 61.9 million kilowatt-hours in 1929 to 367.3 million kilowatt-hours in 1953.

The average annual use of electricity by the company's domestic customers grew almost five times — from 452 kilowatt-hours in 1929 to 2,224 kilowatt-hours in 1953.

The number of stockholders grew from 449 in 1929 to over 9,500.

The Second 25 Years

Anticipating the rising demand, the company was one of a dozen electric utilities in New England which joined in 1954 to organize the Yankee Atomic Electric Co.

for the purpose of constructing the first atomic generating plant in New England.

Central Vermont also pushed for the formation of the Vermont Electric Power Co., Inc., for the purpose of constructing a 115 kilovolt transmission grid in Vermont to deliver power scheduled to be made available from the St. Lawrence Power Project through the Power Authority of the State of New York.

The first deliveries of this power — still the cheapest available to Central Vermont customers — were made on the VELCO transmission grid in September, 1958. As a result of the availability of this low-cost power, the company was able to reduce electric rates to its customers.

On Nov. 10, 1960, Yankee Atomic at Rowe, Mass., was placed on line with the 136,000 kilowatt nuclear unit supplying five-sixths of the power for the region.

With electric sales continuing to spiral, Central Vermont sold its gas business in Rutland. The decade of the 1960s also marked the naming of Albert A. Cree, president since 1936, as chairman of the company. Harold Durgin was elected president in 1961.

From 1960 to 1965, sales of electricity by the company increased 51.2 percent, compared with 27.4 percent for the preceding five years.

And in 1966 Central Vermont applied to the Atomic Energy Commission to build its own nuclear plant at Vernon.

Central Vermont invested in a 35 percent interest in the 540,000 kilowatt unit. At that time it was already obtaining power from Yankee Rowe and was investing in Connecticut Yankee, the region's second nuclear power unit.

Growth continued in the latter part of the 1960s, with operating revenues nearing the \$20 million mark and sales of electricity breaking the billion kilowatt-hour mark.

During the 1970s inflation drove up the cost of new generation, transmission, and distribution facilities. Continued growth in demand necessitated investments and higher costs for customers.

1930

W. A. Buttrick elected Company's first President. Began company with a new uniform for residential electric service at 7.05 cents per kwh. Customers paid predecessor companies average 8.45 cents per kwh.

Unsatisfactory water conditions necessitated supplementing our generation purchased power. The Company produced 65.9% of its power needs and purchased 34

1931

Acquired Gulf Road Light and Power—Randolph, East Brookfield. A total of 65 mile new rural lines were constructed adding 269 customers to the system.

Each CVPS employee with six months continuous service was given a Christmas gift, a one-year paid-up life insurance policy.

1932

Average annual use of electricity per residential customer was 589 Kilowatt hours.

Realizing the Company was known to the public for its relations with its personnel, a considerable emphasis was placed on the training of employees to the end that the goodwill customers could be maintained and strengthened.

1933

Your Company had \$51,287.52 on deposit with banks which had not reopened since a general bank closing of March 4, 1933 or for which conservators had been appointed. Company lost \$18,000.

1934

The average rate paid by the customer for 601 kwh was 6.3¢ per kwh. In 1928, the average residential customer used 415 kwh at an average rate of 9.2¢. This was a reduction of 2.9¢ per kwh, or 31% savings.

1935

The Company serves retail customers in 103 communities. Peak load 17,400 kilowatts most supplied by 18 Company-owned hydro units. Rate reductions attributed to efforts to increase home use of electricity through sales of various appliances.

1936

Albert A. Cree elected President. During 1936, six new industries were established—the largest in Windsor, a subsidiary of the Goodyear Tire & Rubber Company, manufacturers of rubber heels and soles.

1937

60 miles of new rural lines built, 229 new rural and farm customers, 32 miles of new transmission lines, improvements to hydro facilities—Glen, Salisbury, and Silver Lake Development.

Average residential customer paid \$40.30 for 765 kwh annual use. Price per kwh was 5.27¢ about 4¢ less than in 1928.

1938

Storm of September 21, 1938. Severe windstorm, accompanied by flooding due to heavy rains. Widespread property damage and service interruption. Entire resources of Company unleashed. Within 24 hours substantial majority of customers had power restored, within 10 hours, nearly all power was back on.

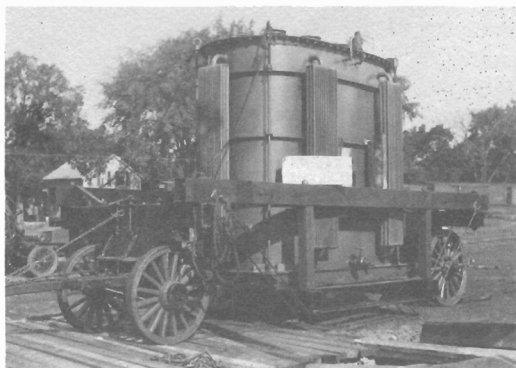
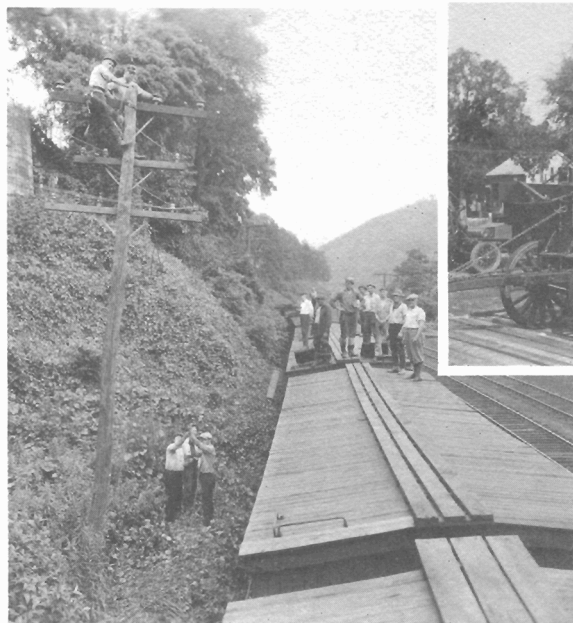
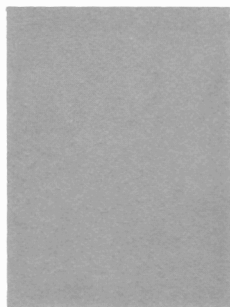
Average residential use 815 kwh, average price 5.15¢/kwh. 54 miles of new rural distribution lines, some new transmission lines, 200 new customers.

1939

53 miles new rural lines, 239 new customers (174 miles in last 3 years). Two well-trained farm electric specialists hired to develop safe and expanded use of electricity on farms.



**William
Barstow**
1866—1942



1940

Substantial portion of increased revenue from industrial customers comes from machine tool industry, machinery fabricators in Springfield, Windsor, Claremont.

This increased activity, largely a result of national defense program, "beginning to be quite noticeable".

88 miles of new rural lines, 307 new rural customers.

Spillway and parts of dam at Carver Falls, damaged by flood in early 1940, are replaced.

1,033 new customers, for a total of 26,234. Average consumption 903 kwh.

1941

68 miles of new rural lines, 234 new rural customers.

The Company collaborated with the S. Morgan Smith Company of York, Pennsylvania, in the erection on Grandpa's Knob near Rutland, Vermont of an experimental 1,000-kilowatt wind-driven electric generator—Grandpa's Knob Windmill—and provided a connection with its transmission system.

1942

Sales to commercial customers decrease in 1942—result of wartime restrictions, including gas rationing, blackout regulations, year-round daylight savings, growing scarcity of various merchandise. Bulk of increase in revenues came from industrial customers almost entirely engaged in war materials production.

Average residential use 1,016 kwh, farm use 1,817 kwh.

Average price 4.27¢/kwh, decrease of 54% from the 9.2¢/kwh charged in 1929.

28 Company employees serve in armed forces. Company facilities made available for sale of U.S. War Stamps/Bonds. No construction (only war-related).

1943

316 men and women employees, 47 of whom were in the armed forces. Now serve 38,000 customers in 134 Vermont and 16 New Hampshire communities.

Vermont properties of The Twin State Gas & Electric Company were merged with the Company. These properties included distribution facilities in and around Bennington, Brattleboro and St. Johnsbury, seven hydroelectric generating plants, and gas manufacturing facilities at Bennington and Brattleboro.

1944

During the year, the Company purchased electric distribution properties and business of four small companies whose service areas adjoined the Company territory. These properties were Granville Electric Company, 30 miles line, 240 customers. Plymouth Electric Light Company, 70 miles line, 250 customers. Shrewsbury Light & Power Company, 11 miles line, 30 customers. West River Power Company, 29 miles line, 240 customers.

1945

Construction resumes at end of war. Company constructs 140 miles of new line, connects 371 new rural customers. (180 additional miles under construction at year end).

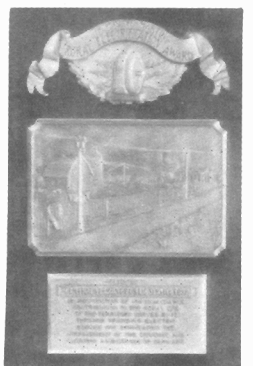
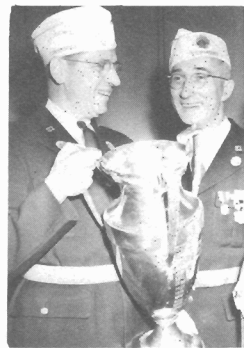
Company promises to build up to 800 miles new rural lines to reach all customers in company's service area in 1946.

Average annual residential use 1,232 kwh, cost 3.96¢/kwh, farm use 2,287 kwh.

Company had 4,481 stockholders. Four quarterly dividends of 27 cents per share, totaling \$381,240. were paid on common stock.

Grandpa's Knob wind turbine experiment, which began operation on October 19, 1941, ended on March 26, 1945 when a blade failed. Because of the large additional sums which were felt would be necessary to carry the project forward without definite assurance of a successful outcome, the experiment was abandoned.

Electrical World



1946

As a result of rural electrification efforts, Company awarded the national Thomas W. Martin Rural Electrification Award.

Rates reduced once more. Average residential use 1,354 kwh, average cost, 3.74¢/kwh. Company constructs 409 miles of new lines, working on 219 additional miles. Connect 857 new customers to these lines, expect to add others later.

During the year, the Company installed and put into operation a two-way FM radio communication system, the first to be installed by any public utility in northern New England.

1947

The flood of June 3, 1947—brought about by unusually heavy rains—and resulting failure of the East Pittsford Dam and a part of the spillway section of the Company's Chittenden Dam, inflicted serious damage on the Company's property in and adjacent to the City of Rutland and resulted in many claims in very large amounts for damage to the properties of others.

1948

First rate increase in Company's history.

Average cost per kwh, 3.53 cents (was 3.52 in 1947). Average residential use 1,651 kwh. Total of 252 miles of new rural lines; substantially completed rural electrification efforts. Sale of Brattleboro and Bennington gas properties.

In December, organized Connecticut Valley Electric Company Inc., splitting New Hampshire service territory into separate wholly-owned subsidiary.

1949

Company purchases 78% of its power from other utilities; only 22% generated by its own facilities. Cost of purchased power is Company's largest single expense.

Company increases both electric and gas rates (gas business now limited to Rutland).

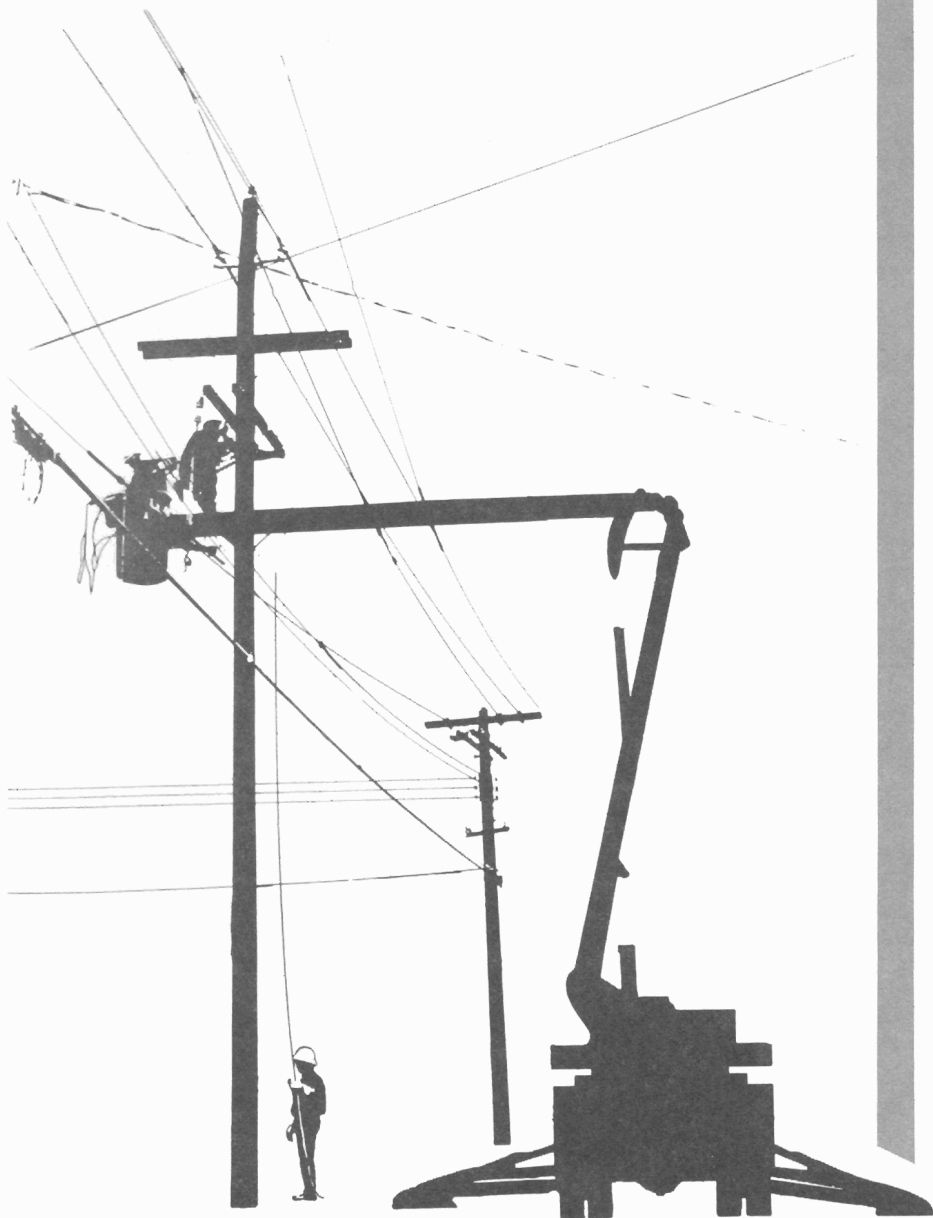
Average residential use 1,776 kwh; average cost, 3.62¢/kwh. (Farm use is higher on average, and average cost per kwh is lower).

Increased use and increased power purchase leads Company to decide to redevelop existing hydro at Weybridge.

Company also placed order with General Electric Company for 5,000-kw gas turbine power plant for installation in Rutland during the early part of 1951, at a cost of \$1.2 million. Annual output estimated at 42 million kilowatt-hours.



"Public respect and confidence are built
on accomplishments, not words".
A.A. Cree



1950

Severe windstorm in November, 1950 affects most of Company's territory severely damaging electric lines and other property. Interrupts service to many and adds nearly \$100,000 to operating expenses for storm repair.

The Company sold electric appliances through 14 Company-owned and operated stores, and also cooperated with other dealers in promoting the sale of such appliances.

1951

Company now serving 54,505 electric service customers; 495 employees.

Weybridge project is completed; gas turbine (first of three) goes on line in Rutland in October 1951. Total estimated cost of three 5000-kw units is \$3.6 million.

Rates are increased.

Harold L. Durgin, Executive Vice President and Chief Engineer, elected Director.

1952

Average annual residential use breaks 2,000 kwh mark—2,049 kwh for 1952, farm customer use averages 3,792.

PELCO merger would add St. Albans and 22 other communities to service area.

Also add 4 hydro stations (total of 16,880 kw), a 4,000-kw steam plant, 2,000-kw diesel unit.

The proposed merger with Public Electric Light Company would add 36,000 Vermonters to the Company's service territory.

1953

On July 10, 1953, Public Electric Light Company was merged into the Company, 6,800 new customers.

1954

A "good water year"—output of our hydros is 37% better than previous year, cutting purchased power and fuel costs.

Company "proud" and very happy to be one of 11 New England utilities joining together to organize Yankee Atomic Electric Company for purpose of constructing first atomic generating plant in New England.

Promotional message put on trucks and area buses—"Electric Cooking is Cheaper, A Dime-a-Day or Less."

Installation of modern street lighting in several communities, including St. Johnsbury. Primary emphasis placed on traffic safety lighting.

1955

Construction of new general office in Rutland begun in May, expected cost to be \$750,000.

Successful negotiations by the State of Vermont resulted in the allocation to Vermont of 100,000 kilowatts of power from the St. Lawrence River Power Project.

Company proposes formation of VELCO to construct new 115-kv transmission grid to transmit PASNY power from St. Lawrence project.

1956

Company personnel move into new offices on Grove Street on Labor Day.

VELCO is formed with CVPS as major stockholder.

Yankee Rowe signs contract with Westinghouse for plant at Rowe, scheduled completion slated for 1960.

1957

VELCO organization is completed on June 13, 1957, executes contract with State of Vermont to build and operate transmission system.

Average use by residential customer is 2,868 kwh, average price is 3.35¢/kwh, average farm use is now 5,247 kwh.

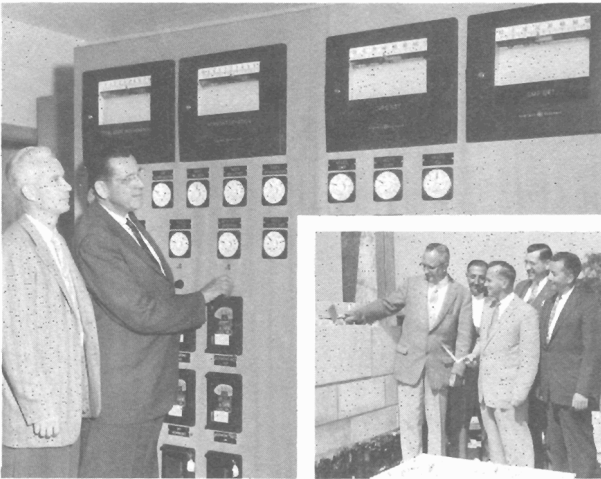
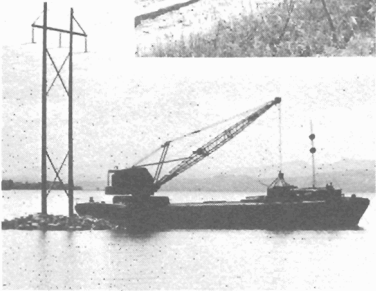
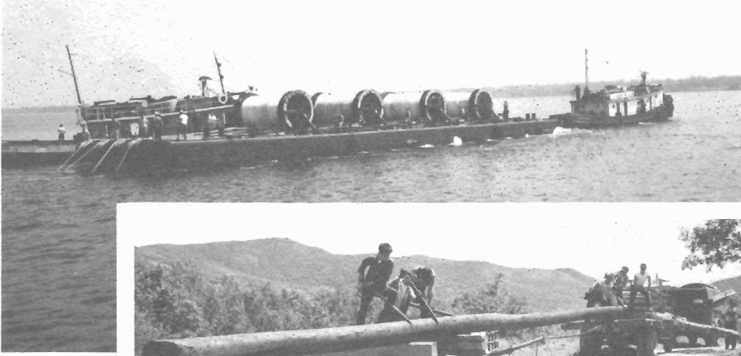
1958

First deliveries of St. Lawrence power began on September 1, 1958 with the Company receiving 45,567 kilowatts of the State's 100,000 kilowatts.

1959

First year Company reduced rates to customer since 1946. Ever since end of World War II inflation has pushed up prices, wages, material costs and taxes. Rates reduced on Feb. 1, 1959, because Company able to supply 62% of energy requirements of customers from St. Lawrence Project.

Average residential use 3,223 kwh.



1960

November 10, 1960, Yankee Atomic at Rowe becomes first full-sized atomic power plant to generate electricity in New England (only second privately financed plant in nation). Company's all-electric residential rate was adopted.

1961

Company sells gas business in Rutland. Ski business in Vermont is picking up. Cover of 1961 report shows linemen installing transformer on pole at Bromley Ski Area in Manchester. Company now serves many ski areas.

1962

Electric water heater rental program sharply steps up residential use of electricity.

Expenditures for year totalled nearly \$4 million, with largest single item being installation of fourth generating unit at Rutland gas turbine plant (in 1961 a similar unit was installed at Ascutney).

There were 209 residential electric house-heating customers.

1963

Another year of growth. Sales of electricity nearly 638 million kilowatt-hours. Now serving 66,000 customers.

The Company signed contracts for firm power purchases totalling 99,803 kilowatts, including 66,903 kilowatts of St. Lawrence and Niagara River power from the Power Authority of the State of New York via the State of Vermont.

1964

New lower rates for residential, farm customers.

Company gets 2% share of Connecticut Yankee to go with 3.5% share of Yankee Rowe.

1965

In 1965, business expansion and industrial activity increase rapidly. Unemployment in our service area is nearly non-existent. Rate reductions placed into effect.

November 9, 1965, northeast blackout (CVPS power restored within 3 hours).

Company began planning for a 540,000-kilowatt nuclear generating station in Vermont.

1966

Application made to Atomic Energy Commission on December 2, 1966 to build Vermont Yankee at Vernon. CVPS has 35% interest in plant and power output.

Construction expenditures totalled more than \$4.2 million.

1967

Growth, growth, growth. Revenues up 9.55%, sales of electricity increase by 10.9%, employees, 597.

1968

L. Douglas Meredith named President and Chief Executive Officer of CVPS.

Vermont was a leading growth area in the country with electric output increasing at a rate of 10% per year.

"A demand for electric power of this continuing magnitude puts a high premium on planning for the supply of our future electrical requirements."

Almost 2,500 new customers added to lines. Company invests in Maine Yankee.

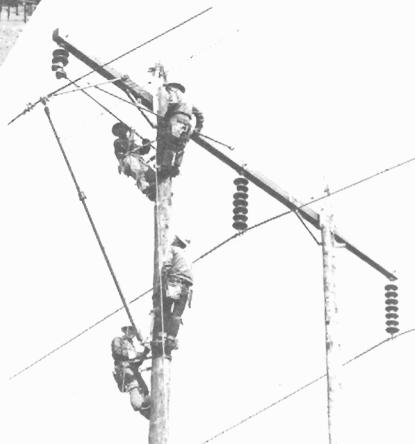
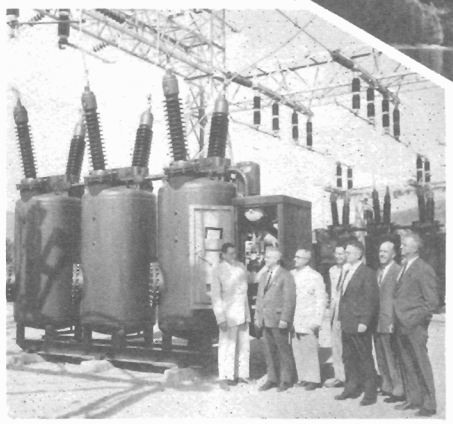
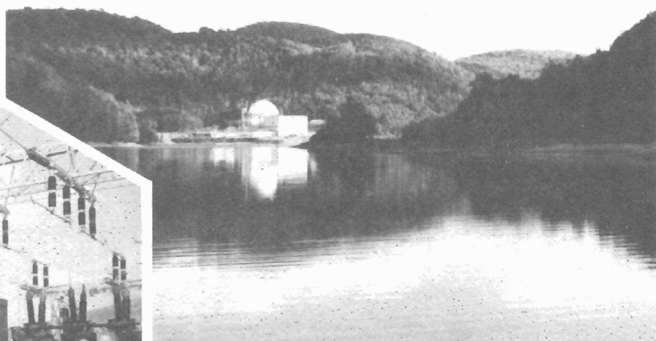
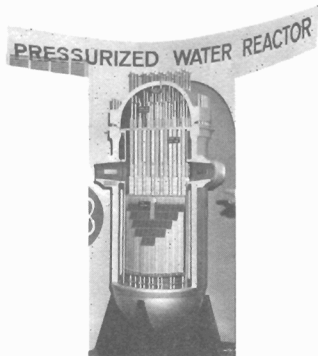
1969

Vermont Yankee was 60% completed.

Average rate 2¢/kwh.

Company doubles in size from assets of \$45 million at end of 1959 to more than \$97 million at end of 1969. Company now has 661 employees.

In planning for the seventies, conservation and improvement of the environment provided increasing opportunities and concerns for the Company.



1970

Growth continues at record pace. Kilowatt-hour sales reach 1.3 billion, an increase of 13.6%.

Operating expenses increase to almost \$22 million, up 14%.

1971

After three substantial rate reductions in preceding 20 years, the Company received its first rate increase of 11.8%.

New England Power Pool was initiated with VELCO acting as power broker for the Vermont utilities.

1972

James E. Griffin, President.

Vermont Yankee began commercial operation on November 30, 1972. Its temporary operating licenses allowed operation at 95% of its full capacity.

Retail and wholesale rate increases were implemented.

1973

Energy crisis.

New rate design features were filed.

Research and development activities increased. The Company's unique load management program was introduced to aid control of electric demand.

Vermont Yankee received its full 40-year operating license.

CVPS discontinues merchandising of major electrical appliances.

1974

A year of "... challenge, innovation, and accomplishment. . ."

Reduced demand for electricity resulted in the cancellation of plans for a 330-megawatt Georgia Station generating unit.

1975

Permanent rate increase of 31.2%. Rising costs due to inflation; cut in demand for power.

Load management efforts are stepped up; winter/summer rates, new time-of-day rates, storage heating.

The first ripple control load management system in the United States is installed at the Company's North Rutland Station.

1976

Albert A. Cree, former Director and President for 33 years, died on March 17, 1976.

Most hydroelectric power ever generated in a single year.

Future power sources and commitments included Wyman #4, Seabrook #1 and #2, Pilgrim #2, Millstone #3, and Montague #1 and #2.

1977

Company expands training for employees.

Computer terminals installed in Company business offices.

Vermont Yankee completed its 5th year of operation and continued an excellent performance record.

1978

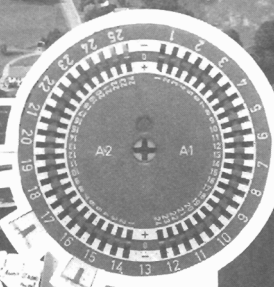
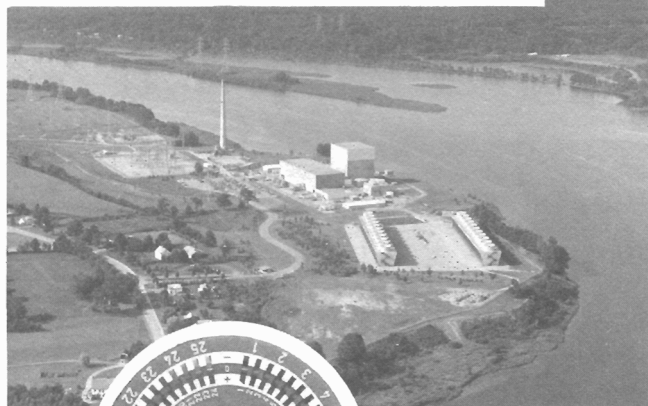
Load management techniques—in effect since early 1970—have been a factor in increasing the annual load factor to 61%.

"The decade of the seventies has truly been a period of major transition in the field of energy supply and utilization."



conserve power for a brighter tomorrow

Central Vermont Public Service Corporation



Albert A. Cree
1898—1976



Grandpa's Knob Turbine: CVPS's Earliest Effort With Alternative Energy

About 3 a.m., on March 26, 1945, there was a swishing sound of something large passing through the cold night air, followed shortly by a crash of steel against huge rocks jutting from the earth on Grandpa's Knob. It signalled the end of an early experiment to harness the winds to generate electricity.

The swishing and crash were caused by a huge piece of metal, measuring 11 feet in width, nearly 70 feet in length, and weighing eight tons. When the metal blade came loose from the Smith-Putnam Wind Turbine and was hurled down a Castleton, Vt., hillside, a research project which spanned six years and involved the top scientific minds in the United States, came to its conclusion.

The project was not considered a failure. Prior to the structural failure of a spar holding the blade, the wind turbine operated in winds up to 70 miles an hour, generating as much as 1,500 kilowatts, and proved wind could be harnessed to supply electricity for man's machines. The experiment also shed light on two considerations which are as important in the 1970s as they were in the days prior to World War II — the difficulty in predicting long-term wind velocity and direction, and the economic feasibility of utilizing the uncertain source of power.

Many men and manufacturing firms were involved in the project which got underway in 1939. The S. Morgan Smith Co. of York, Penn., manufacturers of hydraulic turbines, financed the operation. It used a wind turbine designed by Palmer C. Putnam, a Boston engineer. The Central Vermont Public Service Corp., then and now Vermont's largest electric utility, agreed to supply the site for the wind turbine and to connect the facility to its transmission lines.

General Electric Co. developed electrical equipment at cost; and the American Bridge Co. of Ambridge, Penn., designed the spars for the huge windmill's blades and constructed the 110-foot tower on which they were perched. The Budd Co. of Philadelphia

designed the blades, and the Wellman Engineering Co. of Cleveland did the engineering on the large turbine.

Engineers from all these firms, and experts from many colleges and universities, including Harvard, Massachusetts Institute of Technology and George Washington University, were involved in the studies leading to the completion of the project.

The site, 12 miles west of Rutland, was selected in the spring of 1940 and the bare hill was christened "Grandpa's Knob" in honor of the grandfather of the farmer who had owned the land. Central Vermont constructed a road to the top of the hill and set a 23 foot deep foundation of steel and cement in solid rock. Later that summer the 250 ton windmill was hauled in pieces to the hilltop and assembled. It took 10 trips and nearly two months to haul the heavy equipment from a railroad yard in West Rutland.

There were problems in putting it all together: the main girder for the wind turbine broke free of its lashings on the trip up the mountain. The 43 ton piece of equipment was undamaged, but it took three weeks to get it back onto the truck.

The tower for the windmill was erected in the first two months of 1941 in temperatures as low as 18 below zero. The main pieces of the unit were in place by May 1, but it took four more months to attach the two eight ton blades to the tower.

The completed product was an impressive sight. The tower was visible for 25 miles, standing straight and sturdy in the sky. The two blades were rotated by the wind and were cushioned by an umbrella-like slide with intricate controls and safeguards to protect both the machinery and the men who operated it.

The blades were connected by a shaft to a generator where the energy was transformed into electrical power, designed to generate 1,250 kilowatts.

On Sunday, Oct. 19, 1941, the unit started up in a 25 mile-per-hour, gusty, northeast wind. As the wind whipped through the whirling blades adjustments were made, and the output was slowly raised to 700 kilowatts. And at 6:56 p.m. that Sunday, power from the wind was fed into the utility lines.

For 99 minutes the windmill on a small Vermont hilltop pumped electric energy into Central Vermont's 44 kilovolt transmission line, bringing power to Rutland — with its population of 17,000 — and nearby communities.

The scientists and engineers shut the unit down at 8:35 p.m. and started evaluating results. They then began a three and one-half years of tests and adjustments to bring the wind turbine to the point of perfection as a wholly automatic, unattended generating station.

The unit operated in winds up to 70 miles per hour, withstood gales ranging as high as 115 miles per hour, and generated as much as 1,500 kilowatts of power during this period.

Problems which developed included a

shutdown in February, 1943, after a main bearing cracked. It took 25 months to replace the bearing because of the country's involvement in World War II.

With the main bearing back in place and with 1,100 hours of test operation completed, the unit went back on line on March 3, 1945. Wind permitting, it operated continuously 23 days as a routine generating station.

The tests were considered a success and plans were made to dismantle the unit after some experience had been gained in routine electricity generation. Then disaster struck.

After three weeks of routine operation during which 61,780 kilowatt-hours of electricity were generated in 143 hours and 25 minutes, the spar for one of the whirling blades broke.

The wind turbine was shut down by Harold Perry, the foreman in charge of building the tower, and miraculously no one on the tower or beneath it was hurt. The other blade, swinging wildly in the heavy wind, was also damaged as it nicked the edge of the tower leg.

William S. Barstow—A Link to Edison

Of all the men associated with Central Vermont Public Service Corporation and its more than 100 predecessor companies, one stands out in the history of the Company.

The man was William Slocum Barstow, one of the nation's first electrical engineers, a pioneer in the area of utility financing, an operations management specialist, and in later years a philanthropist.

His place in our history books was assured because he at one time was president of the Rutland Railway Light and Power Company. His prominence in the history, however, results from his close relationship with Thomas Alva Edison, the man given credit for the founding of the electric utility industry in the United States 100 years ago.

Barstow became one of the country's leading electrical engineers because he had the foresight while a liberal arts student at Columbia to realize the inventions of Edison would result in one of the greatest scientific revolutions of all time.

Giving up plans for graduate work in chemistry, he took an \$8 a week job with the Edison Machine Works (later to become General Electric Company) in Schenectady, New York, in 1887.

Edison had invented the first practical incandescent light bulb in 1879, constructed the first electric generating station in 1882, and made numerous other discoveries and inventions which resulted in the electric industry's foundation and quick growth.

Within a few months, the 21-year-old Barstow was in the field testing and supervising construction of Edison electric plants in New York and New Jersey. Young Barstow was picked by Edison to supervise installation of his electric laboratory when it was moved from Menlo Park to West Orange, New Jersey.

Referring to his relationship with Edison and the early days of the electric industry, Barstow commented: "There was no such thing as electrical engineering then; it was not taught in the colleges and little was known of the subject; the Edison Machine Works issued loose-leaf pamphlets every week explaining new developments and these constituted the principal text-books available." *

Barstow was appointed electrical engineer of the Edison Illuminating Company in 1889. Later he was named General Superintendent and then General Manager. Under Barstow's supervision the company was one of the first to install substation distribution systems. Barstow introduced in the United States the first central station storage-battery system.

He worked with Edison on completing and expanding several inventions and went on to design his own inventions: the Barstow Booster System, feeder regulation of railway systems without resistance; a two-rate meter system of charging for electric energy; electric-clock switches; and a method of charging storage batteries. He also designed and installed the Symplex low-tension arc lamp, the first system of arc lighting, using direct current of 110 volts.

Barstow was the man who drew up plans for increasing the rail facilities and the electrification of the Brooklyn Bridge. In 1892, he designed and installed in a station of the Brooklyn Edison Company the first multi-phase driven central station system in the United States, whereby a three-phase alternating current of 25 cycles was converted through substations 10 miles away into a 5,000 volt direct current for street lighting.

In 1901, Barstow resigned from Edison Company beginning a career as a consulting engineer, designing and installing a high-speed railway system in the Willamette Valley, Oregon. Foreseeing expanded use of water power, Barstow concentrated his

efforts on hydroelectric and steam generating equipment becoming one of the nation's leading authorities in these areas.

During this period he was also involved in the developing fields of public utility financing and management and became an expert. As an engineer he installed hydro and steam stations in Oregon and New York. As a financier he organized two firms that dealt with the problems and profits of utilities: the firm of W. S. Barstow & Co., Inc., which acted as financial and operating manager of public utilities, and the General Gas and Electric Corporation, a utility holding company that developed and operated a large group of utilities in eight eastern states.

In relation to the latter corporation, Barstow was president of 30 electric light, power and gas companies and a director of nearly 50 more. Barstow was president of Rutland Railway Light and Power Company, a predecessor of Central Vermont Public Service, for several years in the early 1920's, yielding the position in 1926, about the period that Sam Insull's Middle West Utilities took over control of that company and others in New England.

Exhibiting the same foresight which led him into the electric industry before the industry was actually founded, Barstow sold his two firms, for a reported \$50 million, making the sale exactly six months before the stock market crash of 1929.

Perhaps it was the fact that he had retained his fortune when many others in America lost theirs that led Barstow to organize a smaller firm, Barstow, Campbell & Co., and to become a philanthropist.

With his wife, in 1931 he established the William and Francoise Barstow foundation and the New York Community Trust for charitable and educational purposes, the first of what was to become two Barstow funds.

Barstow and his wife had a summer home in Chittenden, Vermont, for many years. Mrs. Barstow, as a hobby, made over an old farmhouse into an inn that became quite famous, the original Mountain Top Inn.

A number of the Barstow's benefactions were associated with their only son, Frederic, an amateur aviator who operated a silver fox ranch in Chittenden. Frederic's health was undermined by service overseas

in World War I, and he died of pneumonia in Honolulu in 1931, when he was 35.

In his memory his parents built the Frederic Duclos Barstow Memorial School in Chittenden, serving the communities of Chittenden, East Pittsford, and Mendon, and presented it to the communities.

Mrs. Barstow was actively interested in the school until her death in 1958. (Barstow died in 1942.) In 1959 a second Barstow

foundation, established in the New York Community Trust according to her will, continues to help support the school.

* The quote by Barstow and the majority of the information on his life were taken verbatim from a pamphlet issued by The New York Community Trust of 230 Park Avenue, New York City, and used with its approval.

Early Growth of CVPS Guided by 'Bert' Cree

Albert A. Cree, top executive of Central Vermont Public Service Corp. from the early 1930's to the early 1970's is the man credited with guiding the growth of the utility into its current position as Vermont's largest electric energy company.

"Bert" Cree died March 17, 1976, at the age of 77, while still serving as chairman of Vermont Yankee Nuclear Power Corp., an electrical generating station in which CVPS owned a 35 percent interest.

Cree was born in Spruce Creek, Penn., June 15, 1898.

He was educated in the elementary and high school at Tyrone, Penn. He attended Columbia University from 1915-1917. Cree served as an American Field Service volunteer with the French Army and as a pilot in the U. S. Army during World War I.

From April 1919 to May 1934 Cree was associated with Lee Higginson & Company, New York investment bankers. He joined the staff of the New England Public Service Company in Augusta, Maine, in May 1934 and served that company until September 1935, when he was elected vice president and chief executive of Central Vermont and Twin State Gas & Electric Co., with main offices in Rutland.

He was elected president of both companies in April 1936.

Twin State Gas was merged into Central Vermont in 1943 and Cree continued to serve as president until 1961 when he was elected chairman and chief executive officer of CVPS.

In May 1968 Cree withdrew from his position as chief executive officer after 33 years of service to that office. He continued on as chairman until May 1971 and, until his death, retained the title as chairman of the Vermont Yankee Nuclear Power Corp., and membership on the Board of Directors of Vermont Yankee and Central Vermont Public Service.

Cree shaped and guided the growth of the electric utility industry in Vermont and in New England, building Central Vermont through a series of mergers with small municipal and private power companies into the state's largest electric utility, now serving more than 100,000 customers.

His guidance of the company's rural electrification program, a massive effort which brought electric power to thousands of rural homes and farms, won for Central Vermont Public Service the national Thomas W. Martin Rural Electrification Award in 1947.

Also in that year, Cree launched the rebuilding of a great portion of Central Vermont's Rutland area facilities which were destroyed when the East Pittsford Dam gave way, sending flood waters cascading into the state's second largest city. Damage was estimated in the millions of dollars.

Cree was also influential in the formation of the Vermont Electric Power Co., (VELCO), an electrical transmission company set up in 1956 by electrical distribution companies in the state to supply bulk power and to plan for the growth of demand for electricity.

Cree's interest in nuclear energy and his perception of the need for a low cost, bulk power supply led the company into nuclear generation.

He was involved in the organization of the Yankee Atomic Electric Co., the forerunner of several atomic power generating companies, including Vermont Yankee Nuclear Power Corp.

Vermont Yankee, organized in 1966,

began generating power from its 540 megawatt generating station in November 1972.

The plant was dedicated in 1975 to Cree. Cree was one of the main forces behind the organization of the New England Power Pool (NEPOOL), New England electric utilities which joined together in 1970 to ensure that a reliable bulk power supply for the region was maintained at all times.

Griffin Worries About Power Sources As CVPS Marks Its 50th Anniversary

By Colin Nickerson

Central Vermont Public Service Corporation's first half century has been a period of almost continuous growth, but the next decade may be one of retrenchment, says CVPS President James Griffin.

Vermont is entering an era of uncertainty over electricity, said Griffin in an interview this week marking the 50th anniversary of the state's largest electric utility.

Griffin, 52, who has headed CVPS since 1972 said Vermonters may see the day when electricity is strictly rationed.

"Conservation will have to play a major role in our lives," said Griffin, who finds himself in the ironic position of urging customers not to buy so much of the product he sells.

"I never thought I'd be in a position where I had to say I don't want to see a great deal of growth, but it's come to that."

CVPS is in a situation where "it will certainly have to moderate growth," he said.

The reason, Griffin said, is growth means increased consumption of electricity — electricity that might not be readily available to CVPS.

Griffin said the soaring price of home heating oil may further increase demands for electric power as homeowners turn to electricity as a source of heat. "The price of home heating fuel is a great unknown in terms of its effect on CVPS," he commented. "If there is a problem (with fuel oil supply), the demand for electricity could skyrocket."

Griffin also complained that government regulation has kept the cost of electricity at an artificially low level, which has boosted consumption.

Griffin said CVPS also is troubled by the fact it has no baseload generating plant of its own and that the state thus is in the uncomfortable position of relying on outside sources for substantial amounts of its power.

"I don't know; I honestly don't," Griffin said when asked where Central Vermont would obtain its baseload power in the coming decades.

While alternative energy sources, such as solar-generated electricity, or even wind power, will become increasingly important, Griffin is convinced the future belongs to coal or the atom.

Griffin, in addition to his position at CVPS, is the president of the Vermont Yankee Nuclear Power Corp. The company runs the 540-megawatt Vermont Yankee plant in Vernon, 30 percent of which is owned by CVPS.

Griffin also is chief executive of Vermont Electric Power Co., the company that actually transmits electricity across the state.

For baseload power Vermont will "rely on nuclear plants, coal, or it will do without," said Griffin.

Hydro power (water-generated power) is not feasible because all the major sites have been tapped," Griffin said.

Central Vermont is considering four potential sites in the state where dams might

be built to harness water power, Griffin added. But if they are developed, they will serve only as "intermediate" sources of power.

Nor can CVPS count on the Province of Quebec for baseload power, Griffin claimed.

"They (the Canadian government) have said they will not export baseload hydro power."

Griffin said CVPS will make no final decision on where it will obtain baseload power "until we see what happens at Seabrook".

The controversial New Hampshire nuclear plant, now under construction, along with other nuclear plants planned in New England "still represent the cheapest potential source of power," he said. CVPS currently owns one half of one percent of the uncompleted facility.

If any of the nuclear plants scheduled to be built are cancelled, Griffin added, CVPS will have to consider coal "as the only realistic alternative."

But Griffin said no decision has been made whether the company will build a baseload generating plant — nuclear or coal — in Vermont, or whether it will continue to purchase the bulk of its power from outside the state.

Central Vermont presently derives 42 percent of its electricity from nuclear generation, 42 percent from hydro power, about four percent from coal, and the rest from oil and other sources.

The major obstacle to building a nuclear-

fueled plant in Vermont is "over-regulation by government, not the 'anti-nukes,'" Griffin said in reference to anti-nuclear power protesters.

Griffin said he sees "a lot of changes coming" for CVPS, but given his admittedly "cautious" approach to the business they are likely to come slowly.

"If we do expand our business areas, it will be into other forms of energy," he said.

For instance, Griffin said, he is interested in solar heating, and the company "has considered" branching into sales of solar home heating kits.

The CVPS president said he is "very well aware" of the generally bad image the public has of utility companies.

"If I have a single source of frustration, it is our inability to get people to appreciate the hard work and dedication to good service the employes (of CVPS) have," Griffin said.

Central Vermont, and other utilities have become "the political football of Vermont," he maintained.

He placed the blame on the fact "we are a regulated industry, and so much attention is focused on any increase in rates."

"Today, we can't raise the price a single cent without regulatory approval," Griffin said.

"If we could increase the price by a fraction of a cent (without state Public Service Board approval), I don't think the consumer would react to it," Griffin said.

The first, third, fourth, sixth and seventh articles and the editorial are from the October 24, 1979, issue of the Rutland Daily Herald and appear courtesy of the Rutland Daily Herald.

The second and fifth articles on the history of CVPS and William Barstow and the CVPS Chronology are excerpted from "Electric Utilities in Vermont", published by CVPS on the occasion of its 50th anniversary in 1979. This book was researched, written and edited by Patrick Slattery, a member of the CVPS Communications Department.

CVPS History

As the headquarters of the Central Vermont Public Service Corp., Rutland has been under the influence of the power company during the past 50 years to a greater degree than any other community in the state. The impact of the utility on Rutland's economic and civic life reached its height during the 33-year regime of Albert A. Cree, predecessor of the current chief executive officer, James E. Griffin.

Griffin came to Rutland from Pennsylvania as the corporation's area development director in 1959. "I told him I would make him president of the company," Cree said at the time. "Did you tell him that before or after you hired him," he was asked. "Oh, before," was Cree's reply. At any rate, the promise held good and Griffin became CV president in 1972.

During the Cree regime, public relations was distinctly the province of the head of the company, like practically every other branch of company activity during its period of expansion into the state's largest power company. Unlike many utility executives, Cree didn't favor institutional advertising to build up the company's image. He believed in active company participation in the civic life of the community, and everybody who worked for CVPS, particularly the officers, was expected to take part in the many organizations, campaigns and causes which are common to a small city. Cree himself led the way. For years he was Rutland's acknowledged community leader who relished taking on any difficult assignment that was offered him. Whether it was raising funds to build a new hospital, trying to keep the Rutland Railroad going, settling strikes, organizing and leading a Community Chest, managing the Rutland Airport or working for new industry, Cree was in a leadership position. Nor were his activities confined to Rutland. He became a state leader as well. His influence in public utility circles was out of all proportion to the size of the companies he headed.

Few power companies probably have had the standing in the community that was enjoyed by the CV until the disastrous flood of 1947, which was blamed entirely on the power company and was classified by the American Red Cross as one of the major national disasters of that year.

Although the company recovered from the flood, it never retrieved its former standing. Part of the change in public attitude came with the controversy in the Legislature over public power which began not long after the 1947 flood and continued into the 1960's and 70's. For years the trend of electric rates had been downward.

Although electric rates were among the last consumer prices to go up under the pressure of inflation, the public didn't take to the change any more kindly. Then came the controversy over nuclear power and the construction of the state's only nuclear plant at Vernon. Proposals to build at least one other plant in the state were stopped cold by the public clamor.

The Central Vermont Public Service Corp. has an enviable service record and a record to be proud of in the civic life of this community, but doing business in today's world with its activist opposition to nuclear power and its antagonistic consumer groups is an entirely different matter from operating in the amicable atmosphere which prevailed in the 1930s and 40s.



Increasing use of solar power is occurring as a result of advances in that technology.

An article, **The Street Railways of Rutland**, appeared in Volume X, No. 1 of the Rutland Historical Society Quarterly. The following letter was received by Society member, Louise Newton Adams, whose husband Percy was treasurer and president of the local foundry, Lincoln Iron Works. George N. Harman served as Rutland County Clerk 1916-1961 and celebrated his ninetieth birthday March 18, having been born March 18, 1891. His father, Henry A. Harman, served as Rutland County Clerk 1893-1916. David W. Temple was mayor of the City of Rutland 1902-1903, and Wayne N. Temple, his son, later became Mayor 1943-1949. Photographs of the Society Museum as a barn and art studio appear on page 119 of **Rutland in Retrospect**.

1044 Charles Street
Clearwater, Florida
January 4, 1981

Dear Mrs. Adams,

I cannot begin to thank you enough for your kindness and thoughtfulness in sending me that copy of the Rutland Historical Society Quarterly which contained all of that information about the street transportation in the early days of the city, as a city.

It has brought back so many memories of the electric cars, especially, that I could go on for reams in recounting them. However, I will only dwell on some of the aspects. Although I cannot specifically say that I can remember the old horse-drawn cars in operation, I can vividly remember them when they were taking up the tracks for the replacement of the electric cars in front of our house at 137 Grove Street. Although, as a boy, I did not ride on the "trolleys" too much, as at five cents a ride, it was too expensive for a boy who had good legs and could walk to almost any place in the city. However, it was the source of transportation for my father and stepmother when they used to go to church, prayer meeting, and so on. My father, though, walked home from the Court House every noon and night. When they went to Church, they used to get on the car at the corner of Crescent and Grove Streets and rode around to the corner of South Main and Center Streets, and then walked down Center Street to the Church. After Church they would walk back to the point where they had gotten off and ride around again to Crescent and Grove. Although, probably commonly known, the so-called "North Belt" started from in front of the depot, via Merchants Row to Strongs Avenue to Madison Street, thence up Madison to South Main; then along South Main and North Main to the corner of North Main and North Streets; thence down North Street to Church Street; then along Church Street to the corner of Crescent Street; down Crescent to Grove Street; and then via Grove and Merchants Row to the depot. The South Belt left the depot and went south on Merchants Row and Strongs Avenue to the junction of Strongs and South Main Street; then along South Main Street to the corner of Park Street; then on Park Street to Granger Street, to South Street; thence on South Street to Forest Street; thence on Forest Street to Pine Street and under the Pine Street tunnel to West Street; then on West Street to Merchants Row and on Merchants Row back to the depot.

That picture of Walter Jasmin and Ed Lyston brought back memories of them both. I believe that Jasmin, after he got through for the trolley company, went into the trucking business with a horse-drawn truck; and Ed Lyston was an uncle, I believe, of Barbara (Pouliet) Carbine, for I know that her mother was a Lyston.

Another thing that I well remember were the Sunday afternoons when the Rutland City Band used to board one of the trolleys and ride around both the North and South Belts, playing as they rode; and when they had completed their ride, they used to go up onto the band stand which was located on the Depot Park at the end of Center Street. The band rooms were on the fourth floor of the Rutland Savings Bank building, and in the summer you could hear them practicing, as the windows were open.

When the old horse cars went out of business, and the route was electrified, it went, at first, only as far as West Rutland, to the D&H station there, where it was turned around, as was said in the Quarterly, by turning over the seats. The car could be operated from both ends. The fare from Rutland to West Rutland was only five cents at first, and occasionally I would take part of my spending money and ride over there and back. I have heard my father, who was village attorney for the Town of Rutland in the 1880s, tell about how the quarrymen from West Rutland used to come over to Rutland to vote and of the many fights that used to occur. West Rutland, then, was a part of the Town of Rutland.

I do remember very well when they extended the trolley line from West Rutland, first to Fair Haven, later the branch line to Lake Bomoseen, where they had a big dance pavilion. The dance pavilion, I believe, was the brainchild of Frank Nicholson, who was general manager of the trolley line. I used to go there to dance real often, and can remember taking Helen Rhines, a High School teacher, who afterwards became my wife for nearly 64 years. She was an exceptionally fine dancer and taught me all the newest steps (then). Also, that was the site of the High School picnics, and I have snapshots of some of them. Later, of course, the line was extended to Poultney and used to stop in front of what was then Troy Conference Academy. I never rode the trolley to that point many times. Another name mentioned in the Quarterly was George S. Haley, and I can remember him quite well and can now see just what he looked like.

I have always had a fondness for the building where the Historical Society is located, and it, too, brings back many happy recollections of it. Of course, I am in one way fond of the building, for it was the first site of the Rutland Savings Bank, of which I was privileged to be a member of the Board of Trustees from 1939 to 1965. After that, the building became the property of David W. Temple, a former mayor, and father of Wayne and Ruth Temple, who lived in the house next door where, when I left Rutland, was occupied by Ruth and the Dr. Charles Beales. I lived with my family for nearly four years in the "Page House", now called Sycamore Inn, and during that time it was the wont of the youngsters to frequent the fire station at the corner of Center and Nickwackett Streets and watch the horses come out of their stalls and put their necks right into the neck yokes ready to take off, when there would be a fire alarm or the 9 a.m. and 9 p.m. curfews rang. Consequently, it became obvious that a group of us should have our own fire department. The building, at that time, was the barn for Mr. Temple's horse. In addition to his being a partner in Temple Bros. monument works, he also owned and operated the "Maple Grove Farm" on the Creek Road. He not only raised cattle for dairy products, and also operated a creamery on Grove Street next door to the, now, Knights of Columbus home, but he raised a lot of sheep, among which were a couple of rams, for which Wayne had had made a set of harnesses and trained them to pull a little cart. That was the nucleus of our fire department, and I remember it was quite a thing to be elected to belong to such an elite organization. One day, after I had been so elected, I came home to the Page House all excited and told my family of my good luck, whereat one of my brothers sarcastically asked, "What are you? The dog?", of course referring to the fact that in those days every fire department had a dalmatian dog which used to run to the fires with the horse-drawn fire truck. After Mayor Temple died, the building was taken over by a couple (I cannot think of their names, but Carleton Wilson might), and they had an art museum and gave painting lessons. The next occupant, I believe, was the Seventh Day Adventists, and it was vacant most of the time until the City bought it and turned it over to your Society.

I had many happy recollections of the years that I lived at 24 South Main Street, and can remember standing at the curbing in front of the house and watching the torchlight procession for the candidacy of William McKinley and Teddy Roosevelt. My father was trustee of the Trust Estate for Mrs. John B. Page and had the big house under his care. Mrs. Page was superintendent of the Congregational Church Sunday School during my early days in the Church. Her finances were getting pretty low, though she did rent rooms to roomers, but father knew that the place should be sold. In 1898 my grandfather, who lived in Bennington, died, and my grandmother was left for my father to look after. They did not have

nursing homes in those days, so it was incumbent on my father to provide for her. She was, during all of the time she lived with us, an invalid, suffering from what they called "Brights disease". When she came to live with us, it meant that we would have to have larger quarters than could be provided at our house on Grove Street; since my father was unable to sell the Page House, he decided to rent it, and did, at \$5.00 a month, and moved us there. We had a nurse on 24 hour duty for my grandmother, a maid, second girl and a cook, in addition to my father, step-mother, we five boys and my stepmother's sister, who was a teacher in Lowell, Massachusetts, and was with us only during her summer vacation, so, as you can see, the house was none too large for us. The name "Sycamore Inn" did not come into being until after George T. Chaffee and Arthur Prouse bought it and opened up a semi-hotel and restaurant. When we lived at 24 South Main Street, the big house in the rear was occupied by Charles T. Fairchild, publisher of the Rutland Evening News, and later bought by Frank M. Wilson. On the property, too, was a tennis court and greenhouse, and the big barn at the rear, now made over into apartments. I do not know who lives there now, but when I left Rutland it was occupied by Irene Chizmar and Emily Sheldon. The big house is, or was, owned by Dan J. Healy. When Chaffee and Prouse sold the big house and the lot on East Center Street, Prouse retained a lot on East Center, on which he built his house, now, or formerly, owned by Jack Welch.

Now, Mrs. Adams, getting down to you. I can well remember when Henry Adams built the house at 45 Roberts Avenue. He was, at the time, chief deputy to Sheriff Enos C. Fish and had an office at the Court House where I was working. The house was a different style of architecture than most houses of that day. I used to go there often while Ruth and Maude Adams were living there with their father. He had sold his house on River Street across from St. Peter's School and moved up into the "high tone" neighborhood. I always supposed that he picked that location because of his relatives who lived across the street, one of which was our mailman for many years. Ruth, first, and then Maude, worked in their father's office, and Maude, later, for future sheriffs. Lloyd Aldrich lived next door during most of my younger days. I remember that Mr. Adams always used to have a couple of good coon dogs, as well as keeping a lot of poultry. How times have changed, which are not permissible any more. Of course, through the Adams family, I knew your husband Percy very well as a long-time and trusted office man at the Lincoln Iron Works, where, also, one of my old-time and much-loved friends, Ardie Marshall, lived. Ardie and I played a lot of golf together. Your name "Louise Newton Adams" brings to my mind the name of one of my most cherished friends, "Aldace Walker Newton", with whom I served all those years on the Bank Board.

In rereading your letter, I find that you live at 45 Kingsley Avenue, instead of Roberts Avenue, so please excuse.

I know that you have seen the Reverend Dean since his return from Florida, but I want to say that that birthday party which he put on in Tampa was one of the highlights of my living down here in Florida, and the chance to see and visit with so many of my old friends in Grace Church — the Asel Youngs, Ken Smiths, Bob Daileys, the Guy Seagers, the George Grants and George Chalmers, among others. This coming Monday, the 9th, my son and I are going to Sarasota to attend the annual get-together of the Vermont-Florida Association, and see some more of my Rutland County friends. We have been at the last two, and there have been 450-500 Vermonters there. The only fly in the ointment is that we will have to drive over that Skyway Bridge, one span of which went out in the collision on last May 8th, when 38 people lost their lives. I hope that the temperature warms up, for it has been bitterly cold here for the past month and a half, though not, as I know, what it has been in Vermont. However, we have had three or four bad frosts, so that I have lost most of my plants and shrubbery, and another freeze is looked for tonight. I do not know what fuel oil sells for in Rutland, but down here it is \$1.50 a gallon. When I left Rutland, it was 16.5 cents a gallon, which we thought was exorbitant, and I looked forward to lower costs of heating the house down here.

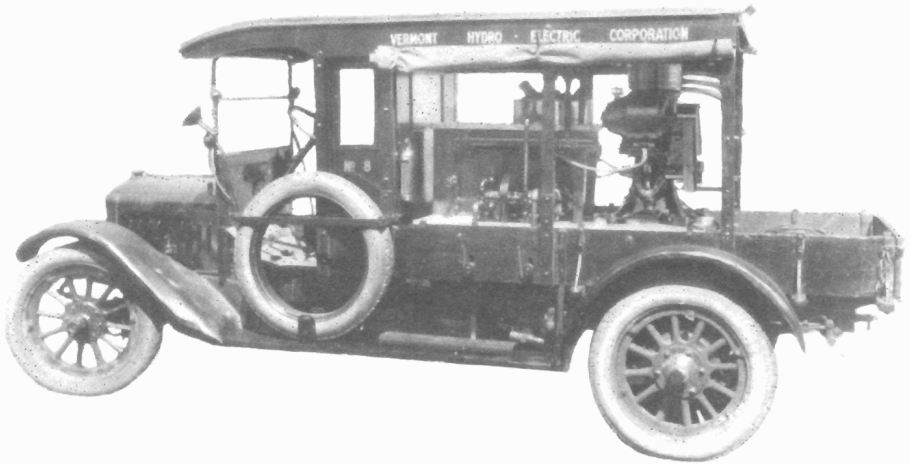
I know that I have rambled on farther than I should have, and hope that you will forgive me and not get too bored reading all of this. There are many other things

and matters that I could write about, but am going to let this do for now. I wish that you would extend to Judge Elwert my apologies for not having given him all of the information that he requested concerning certain matters about the Court House. I have to be inspired to get up enough gumption to write — and your letter and enclosure has given it to me at this time.

I hope that you can read this letter and forget all of the errors, typographical and otherwise, for it is too much work to reread what I have written and make corrections. I am not as good a typist as I used to be when I was the typist and typed all of those County Court records before I had any help in the office, and while I was a deputy under my father.

Please remember me to any and all people in Rutland and the Church who may have remembered me, and particularly, to the Reverend Dean.

Most sincerely,
George N. Harman



**RUTLAND HISTORICAL SOCIETY
101 CENTER STREET, RUTLAND, VERMONT
(802) 775-2006**

The society publishes the *Quarterly* for its members with the aim of preserving and studying the history of the Rutland community, which is comprised of the Towns of Rutland, Proctor and West Rutland and the City of Rutland. The Society maintains and operates a museum at 101 Center Street, Rutland, in the former Bank of Rutland building (built in 1825), now owned by the City of Rutland and leased to the Society at no charge.

Membership

Membership in the Society is open to all upon payment of dues to the
Membership Secretary—**Hope E. Hubbard**, 248 Lincoln Avenue, Rutland, VT 05701

Dues are \$3.00 per year for regular members; for those wishing to give the Society further support, a contributing membership is \$10.00; a business membership is \$25.00; a sustaining membership is \$100.00; and a life membership (one payment only) is \$75.00.

All members receive as part of their membership four issues of the *Quarterly*. The expiration date of each membership is listed on the mailing label of the publication. Members wishing to pay two or more years' dues in advance are encouraged to do so to reduce costs.

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RUTLAND HISTORICAL SOCIETY
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